नागर विमानन और पर्यटन मंत्रालय के राज्य मंत्री (श्री शिवराज पाटिल) : (क) और (ख) विश्व स्वास्थ्य संगठन और विश्व प्रदूषण एवं स्वास्थ्य पर संयुक्त राष्ट्र पर्यावरण कार्यक्रम के एक प्रतिवेदन में नई दिल्ली, बम्बई और कलकत्ता को सल्फर डाई आक्साइड से उत्पन्न प्रदूषण वाले 54 शहरों और धूल कणों से उत्पन्न प्रदूषण वाले 41 शहरों की सूची में शामिल किया गया है। राष्ट्रीय पर्यावरणीय इंजीनियरी अनुसंधान संस्थान, नागपुर द्वारा किए गए वायु गुणवत्ता संबंधी सर्वेक्षण के अनुसार दिल्ली में धूल कण तथा कलकत्ता में नाइट्रोजन के आक्साइड की मात्रा केन्द्रीय प्रदूषण नियंत्रण बोर्ड द्वारा निर्धारित मात्रा से अधिक है। बम्बई में नाइट्रोजन के आक्साइड तथा कानपुर, जयपुर, अहमदाबाद और हैदराबाद में भी धूल कणों की मात्रा निर्धारित मात्रा से अधिक है।

(ग) वायु प्रदूषण नियंत्रण कार्यक्रम, जिन्हें अब आरम्भ किया जा रहा है, उन्हें आठवीं योजना के दौरान व्यापक और गहन रूप से जारी रखा जाएगा। इनमें निम्नलिखित शामिल हैं :—

1. मानक निर्धारित करके विनियामक उपाय एवं प्रदूषण रोधी कानूनों के जरिए उन्हें लागू करना ;

2. परिवेशी वायु गुणवत्ता निगरानी केन्द्रों के जरिए वायु गुणवत्ता की निगरानी और देश में इन केन्द्रों की संख्या 200 से बढ़ाकर 600 तक करना ;

3. वाहनों से निकलने वाले उत्सर्जन के लिए मानकों को कार्यान्वित करके और पेट्रोल में सीसे की मात्रा को कम कर मोटर वाहनों से निकलने वाले वायु प्रदूषण का नियंत्रण। दोपहिए व तिपहिए वाहनों के 2-स्ट्रोक इंजनों को 4-स्ट्रोक वाले इंजनों में बदलने की सलाह दी गई है।

4. ताप विद्युत तथा सीमेंट संयंत्रों में इलेक्ट्रोस्टेटिक प्रेसीपिटेटर्स लगाना और इसी तरह वायु प्रदूषण उद्योगों में उत्सर्जन के नियंत्रण के लिए उपयुक्त उपकरण लगाना ;

5. प्रोत्साहन देकर, संस्थागत ढांचे को मजबूत बना कर, अनुसंधान और विकास, व्यावसायिक कार्मिकों को प्रशिक्षण देकर और जन-जागरूकता के लिए अभियान चला कर वायु प्रदूषण के नियंत्रण के लिए प्रोत्साहन के उपाय ;

6. सुसंगत अधिनियमों के अंतर्गत दोषी इकाइयों के खिलाफ कानूनी कार्रवाई।

Clearance of Nhava Sheva Port Project in Bombay from environmental Angle

*216. SHRIMATI SUDHA VIJAY JOSHI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether his Minisfty has given clearance for the Nhava Sheva Port Project in Bombay from envionmental angle; and

(b) if so, what are the details in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) Yes, Sir.

(b) Environmental clearance for the Nhava Sheva Project was given on September 16, 1988 by the Ministry of Environment and Forests subject to the following conditions:

(i) The total land area of the project must not exceed 2584 hectares, as approved by the Government. Any re-appraisal of land requirement may be only towards reduction and not for additional land.

(ii) No further cutting of hill slopes would be undertaken by the Nhava Sheva Port Trust (NSPT) except in the areas already contracted for terracing along the cutline as of 4-8-88.

(iii) Administration and operation buildings built on the hill feature

at Sheva Island should not be more ' than what is existing now, i.e. two storeys. No further buildings be built on hill features area. All temporary structures built in the area must be removed before the end of 1990.

(iv) The NSPT must not have major blasting in the port area.

(v) Dredging will be limited for operation and maintenance only. Disposal of dredged material will be done in consultation with Environment Division of NSPT. Such material must not be used for filling up any waterbody.

(vi) No large-scale dumping of wastes shall be undertaken by NSPT without clearance from environmental angle. This is to ensure that marine ecology of the area is not affected by dumping in the marshy lagoon/low level areas.

(vii) A green belt of 500 metres must be provided all along the periphery of the port excluding the water areas. The approximate cost of the greening — initial cost and cost of maintenance for 5 years will be Rs. 3.5 crores at present day cost. A provision for this amount has to be made in the project cost for the NSPT. Annual financial requirement after initial 5 years has to be provided in the annual budgets of the Port.

(viii) Inside the Port, 800 hectares of land must be afforested. This may be spread in pockets of hill and vacant areas and need not be concentrated in one area. The cost of such afforestation approximately Rs. 1.6 crores, spread over a period of 5 years, must be included in the project cost of the NSPT. Thereafter, annual fund requirement must be provided for in each year's budget.

(ix) Suitable tidal low-lying a'reas should be identified for mangrove plantation and provision of the required amount approximately Rs. 1.5 crores, must be made for this purpose in the project cost of the NSPT.

(x) Six Air Pollution Monitoring Stations and six Water Pollution Monitoring Stations must be set up, in the Port area and in the neighbourhood, susceptible to pollution arising out of the Port's functions and port related activities. The capital cost of these stations, approximately Rs. 1 crores, must be provided for in the Project cost of the NSPT. Annual recurring expenditure must be provided for in the annual budgets.

(xi) With the operation of the Nhava Sheva Port, as a measure of decongestion of Bombay Port, the traffic in Bombay Port must be gra dually reduced, by steps to be taken by the Ministry of Surface Trans port, Bombay Port Trust and NSPT, so that the total general cargo inclusive of container cargo handled at Bombay Port Comes down within three years to 6.5 million tonnes. The schedule of re duction and the action programme in this regard should be forwarded to this Ministry by the Ministry rf Surface Tansport within three months.

(xii) The Ministry of Surface Transport and Bombay Port Trust must take action to gradually make the land of Bombay Port, which is not required for operational purposes of the Port, available for greening and recreation. A time frame and an action programme in this regard should be for-warded to this Ministry by the Ministry of Surface Transport within six months.

(xiii) The NSPPT must draw up a Disaster Management Plan and get it approved by the Nodal department of the State Government and forward it to this Ministry for approval.

(xiv) There must not be any cutting of trees in any area of the NSPT.

(xv) The operation of the berth of the NSPT which falls within 200 metres of the protected zone of the Elephanta Caves should be controlled with adequate safeguards so there is no damage to the Elephanta Caves.

(xvi) Adequate measures for protection of Elephanta Caves, particu- from S02 emissions from the vessels funnels and from vibrations must be taken. Regular monitoring the Elephanta Caves must be done for this purpose at the cost of the NSPT.

(xvii) An Environmental Division must be set up in the NSPT which , insist of one Environmental Manager, two Environmental Engineers, two Forest Officers, four Laboratory Assistants and 13 Forest Guards. An Environmental Laboratory for water air and solid waste monitoring must be set up with adequate equipment and qualified staff. The appoximate capital cost for the Laboratory which will be Rs. 50 lakhs must be provided in the Project cost. The annual recurring cost for the Laboratory and the Environmental Division must be provided for in the Annual budgets of the Port.

(xviii) The minimum financial requirements for meeting the above conditions, that is Rs. 8.1 crores be- the annual recurring cost,
must be provided fdr in the project cost. The annual recurring cost for
the different items fo'r environmental protections must be provided for
in each year's Annual budget of the
Port.

2. The implementation of the above conditions of the environmental clearance is to be monitored by a Standing Committee to be set up for the purpose with the representatives of Ministry of Surface Transport. NhBva Sheva Port Trust, Government of Maharashtra and the Ministry of Environment and Forests. The Ministry of Surface Transport will take action for setting up of this Committee.

Sharing of Union Excise duty with Maharashtra on Generation of Electricity

♦217. SHRI PRAMOD MAHAJAN: Will the Minister of FINANCE be pleased to state.-

(a) whether the Maharashtra Government has made any request in August, 1988 to the Central Government to remove the injustice done to Maharashtra in sharing of Union excise duty on generation of electricity; and

(b) if so, what are the detail$_s$ thereof and what action has been taken by the Central Government thereon?

THE MINISTER OF STATE IN THE DEPARTMENT OF EXPENDITURE IN THE MINISTRY OF FINANCE (SHRI B. K. GADHVI); (a) and (b) Chief Minister of Maharashtra requested the Union Finance Minister in August. 1988 to reconsider State Government's claim for an *ad hoc* grant of Rs. 30.51 crores to compensate for the shortfall in the refund of their share of excise duty on electricity generation, in view of the large amount involved, on the basis of actual collections of the duty in the State during 1979-80 to 1984-85 (upto 30th Sept., 1984). The State Government's claim is that the actual collections of the duty during the above period was Rs. 162.08 crores against which an amount of Rs. 131.57 crores was refunded by the Government of India and that the balance amount of Rs. 30.51 crores may be paid to the State Government.

Refund of excis duty on electricity generation has been made during 1979-80 to 1984-85 (upto 30th Sept., 1984) in accordance with the percentage shares prescribed in the Union Duties of Excise (Electricity) Distribution Act, 1980. Accordingly, the